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1884

Canada North-West Land Co.

Practical Handbook for Manitoba



THE

CANADA NORTH-WEST LAND COMPANY LIMITED.

CAPITAL £23,000,000.

PRACTICAL HANDBOOK

FOR

MANITOBA

AND THE

NORTH-WEST

TERRITORIES.

CANADA
NORTH-WEST.

1884.

LAND AND EMIGRATION OFFICE,

114 CANNON STREET, LONDON, E.C.

ALEXANDER MOSSES, Agent.

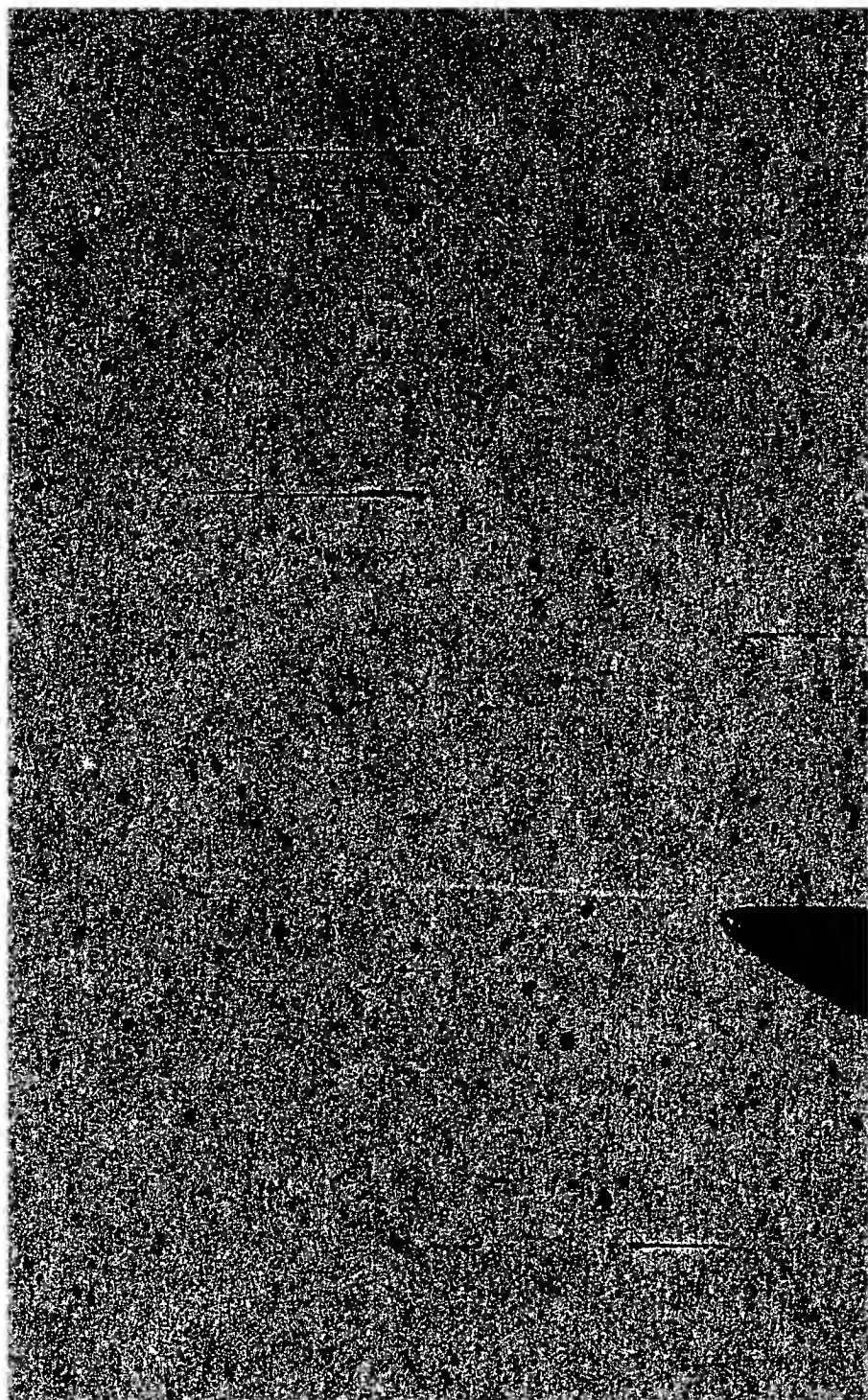
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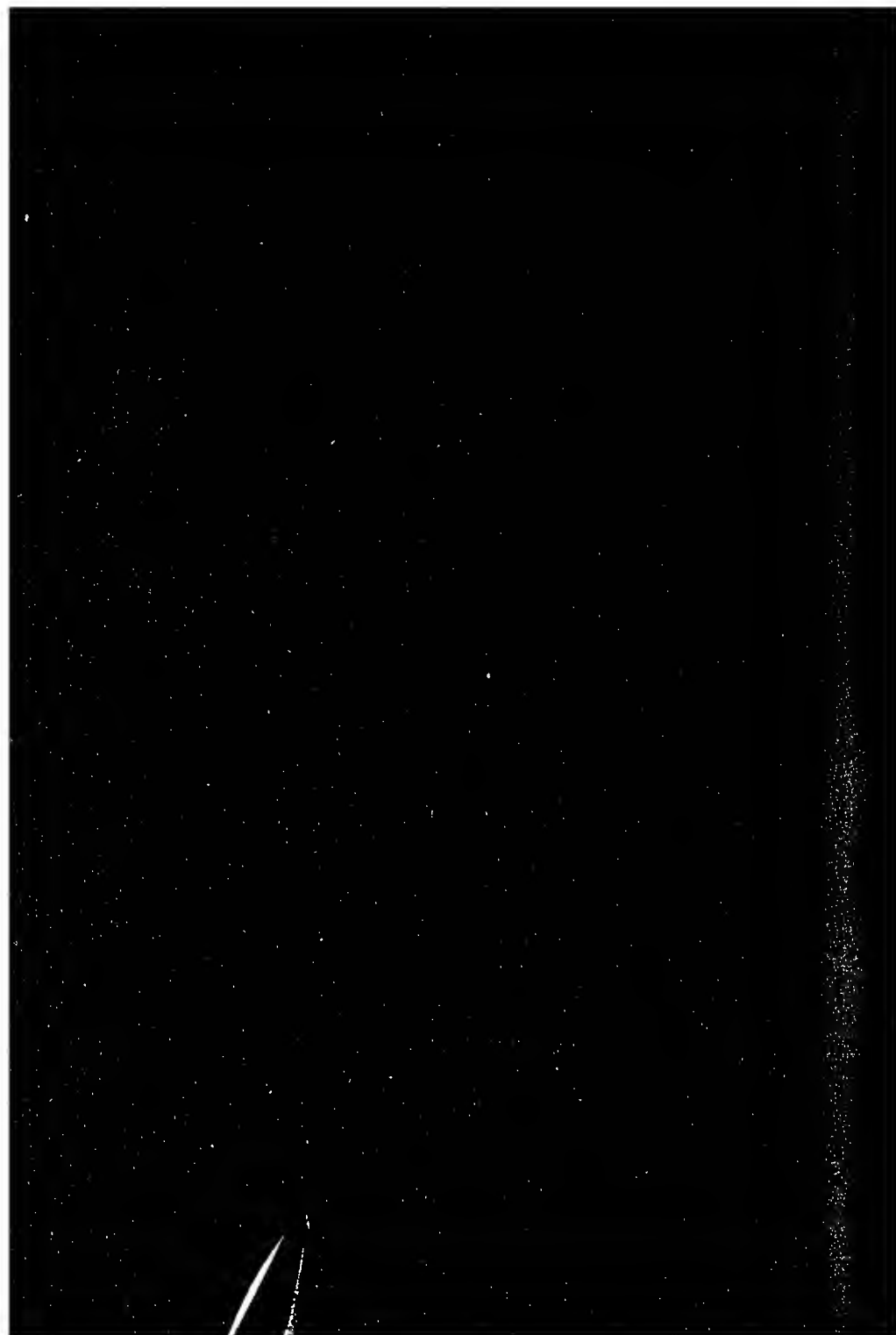
Burche & Co
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PREFACE.

The object of this pamphlet is to direct attention to the 'GREAT SMOKE BELT' of the Canadian North-West, which is now being settled by emigration from many parts of the Globe, but more especially from Great Britain, the older provinces of Canada and the United States.

We present in these pages, besides a general description of the country, its climate, resources and capabilities, a useful miscellany of practical information which will aid the calculations of intending emigrants, investors and travellers, and direct them while journeying to the Far west.

The Canada North-West Land Company, who place this little work in the hands of those interested, have purchased 2,200,000 acres of the Land Grant in the North-West, and half of the Railway Company's interest in the sites of all the towns and villages located during construction and within one year of the completion of the Railway from Winnipeg to the Pacific Coast on the main line of the Railway between Brandon in Manitoba, and the Eastern Boundary of British Columbia, a distance of over 800 miles; with the intention of reselling the same. Powers necessary to assist emigration and colonisation are contained in the Articles of Association.

The lands purchased by this Company are for the most part adjacent to the main line of the Railway and in the fertile plains of Southern Manitoba. One of the conditions of the Grant is that the land must be fairly fit for settlement, and this of course also applies to the lands of the Canada North-West Land Company.

Writing of what he saw in Manitoba, Hon. Mr. Seymour says:—

'I saw thousands and thousands of acres of wheat, clearing 40 bushels to the acre, weighing 63 and 65 pounds to the bushel, and was assured by undoubted authority that, on Peace River, 1200 miles North-West of where I was wheat could be produced in immense quantities equal to the best I saw in Winnipeg, while great herds of cattle were being fed without cost on as fine grassy land as the world affords.'

The following opinions and remarks are reliable as well as interesting :

LORD LORNE : ' The Province is a green sea over which the summer winds pass, laden with the scent of rich grasses and flowers, and over this vast extent it is only as yet here and there that a yellow patch shows some gigantic wheat field.'

' A country whose value it would be insanity to question.'

LORD MILTON said : ' As an agricultural country its advantages can hardly be surpassed. The climate is milder than that of the portion of Canada which lies within the same latitude. Cereals of almost every description flourish even under the rude cultivation of the half-breeds.'

' This undreamt of Dominion, whose illimitable dimensions alike confound the arithmetic of the surveyor and verification of the explorer.'—
LORD DUFFERIN.

Lord Dufferin visited the North-West in 1877, travelled over large stretches, and camped out for several weeks together. After observations of its resources and conversations with settlers, he declared in a speech of great eloquence at Winnipeg, that when the Dominion of Canada came to these vast regions, she was no longer ' a mere settler along the banks of a single river, but the owner of half a continent, and in the magnitude of her possessions, in the wealth of her resources, in the sinews of her material might, the peer of any power on earth.'

BLODGETT said : ' The basin of the Winnipeg is the seat of the greatest average of wheat product of the American Continent, and probably the world.'

CAPTAIN PALLISER said : ' It is a physical reality of the highest importance to the interest of British North America that this continuous belt can be settled and cultivated from a few miles west of the Lake of the Woods to the passes of the Rocky Mountains.'

SIR ROSE PRICE : ' I can now substantiate from personal observation, all I have seen written about the country.'

MR. PETER REDPATH, of Montreal : ' The most sanguine anticipations as to the future of the country will be realised.'

MR. GUNN, of Glasgow : ' believe that this portion of Canada has an immense future before it.'

Prof. GOLDWIN SMITH : ' The land of immeasurable promise.'

For further information than this work contains, application may be made to the agencies and offices of the Company.

A LAND OF PLENTY.

THE CANADIAN NORTH-WEST.

INTRODUCTION.

Over two millions of souls have emigrated from Great Britain during the last years; but the natural increase of the population in England is stated to be nearly a quarter of a million a year over the outflow from emigration.

These pages are intended to show reasons why the greater portion of this migration movement should be directed to the Fertile Belt of the Canadian Northwest, comprising some three hundred million acres of excellent farming land.

There is a striking contrast between the vastness of this territory and the smallness of others occupied by some of the most powerful nations of the world. The breadth of the country from east to west is, in round numbers, 1,200 English miles; and its length from south to north is 1,500, giving the immense area of 300,000 square miles.

The continental position of this vast department includes the country between 49° and 70° north latitude. In the south it stretches from 90° to 115° west longitude, and in the north from 90° to 140° west longitude.

GENERAL DESCRIPTION OF THE COUNTRY.

This beautiful land of vast proportions invites the husbandman to its virgin soil, and certainly the day is not far distant when a thriving population of millions will find there the means of prosperity and plenty. Broad rivers cut through great coal fields near their sources, winding for many hundred miles through wood-land and valley and grassy prairies of unsurpassed fertility, a region unequalled on this continent.

Early in May the country is green with exuberant verdure, its gently undulating hills and valleys covered as far as the eye can reach with soft and beautiful scenery. A stretch of almost continuously level sward, fifteen hundred miles in length, teems with animal life. Nature has prepared abundance for man and beast.

With truth may it be affirmed that these dominions offer to the agriculturist measureless fields for pasture and tillage; to the merchant vast marts for the profitable traffic in every product of the earth; to the manufacturer an incalculable extension of the home market for the disposal of his wares; to the capitalist an almost interminable extent for the profitable investment of his funds, and to the *industrious and intelligent emigrant* an immense area of a grand country where every species of mental ingenuity and manual labour may be developed and brought into action with advantage to the individual and the whole family of man. There is an inexhaustible profusion of cereals and root crops; plentiful supplies of timber; large areas of coal and bitumen, iron, copper, gold, and other minerals; wild fruits of many varieties.

The rapid construction of the trans-continental railway, which has reached a point 900 miles west of Winnipeg, and the liberality of the Canadian Government, both tend to the early settlement of the country, which now, in its infancy, possesses enterprising cities, towns and villages, and prosperous communities and settlements.

The progress of the North-West during the past two or three years has been something extraordinary.

PRAIRIE vs. FOREST.

The very great advantage of the western prairie country as a field for settlement lies in the combination it offers of open and wood lands, the full advantage of which would be best appreciated by those who have cleared a farm in a wooded country. A great deal has been said of the advantage of the supply of wood for fuel, fencing, &c., afforded by wooded countries, but this is invariably greatly overestimated. As to fencing, wire has come so largely into use all over the continent that wooden fences are being replaced by wire, even in thickly-wooded districts, especially along the line of railways; and what still further reduces the advantages in this respect of wooded as compared with prairie country, is the fact, that, in the early settlement of the latter, herd laws are always enforced. As to fuel, the most important consideration, there are throughout the North-West Territory, besides a fair proportion of wood, immense beds of lignite coal, a supply of fuel for ever, which places the Territory in a far better position than would at first glance be supposed.

The settler in a wooded country spends fifteen or twenty of the best years of his life clearing his farm, say a *hundred acres*, while the prairie farmer breaks the rich virgin soil the first season, sows a crop, and the second year is making his farm pay. At the end of five years, with moderate capital to commence upon, with moderate industry, and without serious hardship, he could have *two hundred and fifty acres* under cultivation. Besides this relief from heavy toil, and time lost in clearing, there is another advantage which lies at the door of the prairie farmer, and that operates greatly in his favour—this is the infinite abundance of rich grass for summer and winter food for his cattle with which he is surrounded. The new settler can have, from the first day of his settlement, as many cattle, horses, &c., as it may suit his means to purchase, for his pasture and meadows are already in abundance before him, and in some localities in the North-West cattle can even find the chief part of their winter food for themselves.

GENERAL FEATURES:

We are strongly of opinion that altogether too much is spoken and written about the labour and hardships of the emigrant or settler when he comes first to this country. No doubt he must work. He need not expect to find a Garden of

an ready made to his hands.— Here, as in every other part of the world, labour is the condition of life and of success. But we emphatically deny that the labour is arduous, or the privations to be endured excessive. In fact, compared with the hundreds of thousands of our countrymen have undergone in the older provinces of the Dominion, they are mere child's play. In those days the forest had to be cleared away. Trees, many of them two or three feet in diameter and over one hundred feet high had to be cut down and burned. Besides, it took years before the ground could be freed from stumps, and then the labour recommenced, in many cases great deposits of stones had to be removed, and the soil ditched and drained. But with the exception of the last point mentioned, and this only in some localities, none of these difficulties have to be encountered in Manitoba and the North-West. Here is a vast prairie country ready cleared for the settler's occupation. All he has to do is to pitch his tent, or build a shanty until he has time and means to erect a more substantial building—to plough the sod over, then to plough it, sow his seed, harrow it, and wait for the crop. If he is a poor man, of course must not expect to fare sumptuously every day. But the necessities of life are cheap enough, and any man or family that has to live for a year or so on pork, bread, beans, potatoes and tea, when they have the land beneath them, a fire-proof roof over their heads and the assured prospect before them, and that at a distant date, of comfortable independence, perhaps affluence, are not to be denied. Game is plentiful, and during the proper seasons the pioneer's bill of fare may, with little effort be made even luxurious.

One of the greatest trials that the emigrant associates with removing to a new and strange country is the breaking up of home and social ties. He is too apt to regard it as a kind of evil: But this trial, in the great generality of cases, is purely imaginary. It is astonishing how quickly new and friendly associations are formed in this country. There is a reciprocity of kindness and assistance which almost universally prevails; and in a few weeks the settler may make as friendly and valuable relations as any he possessed in his native land. So much so, that in this case that in a few years he has no desire to return to his old home, except for a temporary visit.

SOIL, AND PRODUCTIONS.

The soil of Manitoba, so far as is known, is as rich as any in the world. It is a black loam, varying in depth from one to three feet. The sub-soil is generally light clay, and largely impregnated with the warm lime element. So rich and enduring is its nature that manuring has so far been altogether unnecessary. Heavy crops of wheat have, in some parts of the Province, been taken for fifty years in succession off the virgin soil. The productions of such a soil will at once be recognized by any practical agriculturist. Wheat, the great staff of the world's food, is essentially its prime and most prolific product. The average yield of wheat to the acre is unprecedented in any other part of the cultivated world. *Thirty bushels to the acre* is computed to be the average, but it must be borne in mind that as yet agriculture is only in its infancy in this country, so that even this enormously large yield may reasonably be expected to be increased by the advance of scientific culture. And the quality of the grain is unsurpassed by any that has ever been raised. Owing to the nature of the soil it is of a firm, nutritious, gritty nature, and rubs clear, hard, and plump in the hand. But every kind of cereal can be grown to great advantage. Oats, barley and rye give large returns. Barley is said to be an excellent alternative with wheat, and yields a weight per bushel of 50 to 55 pounds.

From an interesting little pamphlet we take the following important facts and figures relating to productions, markets, settler's first expenses, profits of farming in the Canadian North-West, &c. The statements made may be relied

upon, and can be verified by the undoubted testimony of those who have settled in the country.

PRODUCTIONS.

The following tables, taken from official sources, will show at a glance the average yield of crops during the last six years in Manitoba:—

	1877.	1878.	1879.	1880.	1881.	1882.	General average.
Wheat . . .	26½	26½	26½	29½	30	32	29
Oats . . .	59½	59½	58	57½	59	51	57
Barley . . .	40½	36	37½	41	40	37	39
Poas . . .	32	31	32½	38½	38	—	34
Rye . . .	30	30	40	40	35	—	35
Potatoes . .	304	308	302	318	320	273	294

Then compare the above figures with the yield in some of the American States and British Colonies, as taken also from official sources:—

WHEAT.

Minnesota, average yield per acre . . .	17 bushels.
Wisconsin " " " " " " " " . . .	14 " "
Pennsylvania " " " " " " " " . . .	15 " "
Massachusetts " " " " " " " " . . .	16 " "
New Zealand " " " " " " " " . . .	17½ " "
Australia " " " " " " " " . . .	11 " "

BARLEY.

Minnesota, average yield per acre . . .	25 bushels.
Wisconsin " " " " " " " " . . .	20 " "
Iowa " " " " " " " " . . .	22 " "
Ohio " " " " " " " " . . .	19 " "
Indiana " " " " " " " " . . .	19 " "
Illinois " " " " " " " " . . .	17 " "

OATS.

Minnesota, average yield per acre . . .	37 bushels.
Iowa " " " " " " " " . . .	28 " "
Ohio " " " " " " " " . . .	23 " "

Notes.—The cost of breaking, ploughing, sowing, and harvesting is estimated, on good authority, at from \$2.40 to \$2.16, per acre; which, of course, includes the settler's own labour and that of his family.

The report of the Manitoba Department of Agriculture on the harvest of 1883 shows that the weather was, on the whole, favourable to the harvest, and that while through Northern Iowa, Minnesota, Illinois, Michigan, and other of the United States, fully 25 per cent. of the corn crop was ruined by the severe frost early in September, comparatively little damage was done throughout Manitoba; and in many parts of the North-West no bad effects whatever have followed. The wheat crop harvested is universally reported to be of a high quality. The average yield per acre is shown to be 23.68 bushels; and the comparative quality of the grain 102, 100 representing the general average quality year by year. The yield of barley is 31 bushels, and the quality 99.6; oats, 44 bushels, quality 100; the mean average yield of potatoes is 230 bushels, while roots are about the average. The report concludes:—"Notwithstanding several drawbacks, the province has this season produced the largest crop in its existence."

MARKETS.

Small centres of trade are continually springing into existence wherever settlements take place, and these contain generally one or more stores where farmers can find a ready market for their produce. The stations along the line of the Canadian Pacific Railway are not more than eight or ten miles apart, and it is the intention of the Company to facilitate the erection of elevators for the storage of wheat, &c., enabling farmers to dispose of their grain at good prices almost at their doors. A glance at the map demonstrates that Manitoba *via* the Canadian Pacific Railway will have closer connection with the seaboard than Minnesota, Dakota, or any of the more western States now have with New York; so that the export of grain from the Canadian North-West at remunerative prices is assured. The very large influx of people, and the prosecution of railways and public works will, however, cause a great home demand for some years, and for a time limit the quantity for export. Prices of produce are very fair, as may be seen by the following market report, published in the *Winnipeg Free Press*, August 31, 1882:—

Wheat	3s. 2d. to 3s. 4d. per bushel.
Oats	— " 3 0 "
Potatoes	4 0 " 5 0 "
Butter	— " 1 3 per lb.
Eggs	— " 1 4 per dozen.

An acre of land in Manitoba at above prices will realise—

In wheat	£5 2 0
In oats	8 11 0
	<hr/> £13 13 0

An acre of land in Minnesota at the same prices will realise—

In wheat	£2 17 10
In oats	3 11 0
	<hr/> £6 8 10

Or, in other words, the farmer in Manitoba can afford to sell his grain fifty per cent. cheaper than the Minnesota farmer and still be as well off, the prices of labour in the two countries being about equal.

A. SETTLER'S FIRST EXPENSES:

On leaving for the Canadian North-West a settler should burden himself with little luggage as possible. He can purchase everything he requires at reasonable prices in Manitoba and obtain articles better suited to the country than anything he could bring with him. The following is an approximate estimate of a first outlay in a moderate way:

Provision for one year, say	£50
Yoke of oxen	37
One cow	7
Waggon	16
Plough and harrow	7
Sundry implements	5
Cooking-stove, with tinware	5
Furniture, &c., say	12
Sundry expenses, say	10
	<hr/> £149

To this must be added first payment on land, unless he takes a homestead and pre-emption; but an energetic man will find time to earn something as an offset to a portion of his first expenses, either on the railway or by working for neighbouring farmers, and in addition there is the chance of obtaining a partial crop the first year. A settler, therefore, who can boast of having £500 on his arrival in Manitoba is an independent man, and cannot fail to succeed with ordinary care and energy. Many settlers on arrival cannot boast of a tenth part of that sum, and yet they succeed.

CLIMATE AND LENGTH OF SEASONS.

Very mistaken ideas prevail in the Old Country as to the climate of the Canadian North-West. Every extreme of hardship is associated with it by many people. Nothing is further from the fact. No doubt there are conditions of decided heat in Summer and cold in Winter. The thermometer will sometimes range 90 in the shade in Summer, and 30 below zero in the Winter. But these extremes will continue for only a few days at a time out of 365. The dry and bracing atmosphere moderates all extremes. * Damp and fog are almost unknown. Such a thing as a Scotch mist is a phenomenon. The winter is considered most enjoyable, though each season has its pleasures, and it is this variety, combined with the sunny sky and pure healthy air which constitutes the great charm of the climate. April brings Spring and sowing time, and June ushers in the Summer. An almost tropical climate then succeeds, during which vegetation is most rapid. July is the hay, and August and early part of September the grain harvest. Then follow two months of delightful Autumn weather, and Winter generally sets in about the middle of November.

The average depth of snow is about eighteen inches, and from the general absence of high winds it seldom accumulates in drifts, so that capital roads are the common condition of winter travelling. The farmer then drives his grain or hay to market, lays in his stock of fuel, and does all the heavy drawing for the year.

The cattle generally graze on the prairie all winter, and, except during the cold spells, require no shelter.

There is one characteristic of the climate which is phenomenal to the country; we have said that the dryness of the atmosphere mitigates, in fact almost neutralizes, the severity of the extreme cold, so also in Summer the *high temperature is rendered quite bearable by frequent and heavy showers*. These also keep the soil moist and fertile; in fact, throughout the whole extent of the North-West we meet with none of those arid desert wastes which lie in immense blocks in the same meridians South of the parallel of 49°. In consequence of these conditions the climate of Manitoba and the North-West is one of the healthiest in the world. Fevers, consumption, and epidemics generally are abnormal to the country, and prevail only in consequence of accident, carelessness, and reckless exposure in the subjects themselves.

The lands owned by the Canada North-West Land Company, Limited (2,200,000 acres) are situated in the greatest wheat-growing country in the world.

THE FARMING SEASONS.

The following are the farming seasons:—

SPRING.—April and May. Snow disappears rapidly, and the ground dries up quickly. Sowing commences from the middle to the end of April, and finishes in the beginning of May.

SUMMER.—June, July, August, and part of September. Weather bright and clear, with frequent showers—very warm at times during the day; night cool and refreshing. Harvesting commences in August and ends in September.

AUTUMN. Part of September and October, and part of November; perhaps the most enjoyable season of the year, the air being balmy and exceedingly pleasant. At this period of the year the prairie fires take place, and the atmosphere has rather a smoky appearance, but it is not disagreeable, and the progress of these fires is arrested if the settler takes the usual precautionary measures.

WINTER. Part of November, December, January, February, and March.

In the early part of November the Indian summer generally commences, and then follows the loveliest portion of the season, which usually lasts about a fortnight. The weather is warm, the atmosphere hazy and calm, and every object appears to wear a tranquil and dreamy aspect. Then comes winter, generally ushered in by a soft, fleecy fall of snow, succeeded by days of extreme clearness, with a clear blue sky and invigorating atmosphere. In December the winter regularly sets in, and, until the end of March, the weather continues steady, with perhaps one thaw in January, and occasional snow-storms. The days are clear and bright, and the cold much softened by the brilliancy of the sun.

Summer frosts occasionally appear in the North-West; but their occurrence is rare, and need not in any way do damage to the crops. Experience shows that these frosts affect those crops only that are sown late in the season.

THE CANADA NORTH-WEST LAND COMPANY, LIMITED.

ADVANTAGES OF SETTLING UPON THEIR LANDS.

Although the Canadian Government gives a *bond fide* settler a homestead of 160 acres free, and allows him to pre-empt an additional 160 acres, for which he pays \$2.50 per acre at the end of three years, he only receives this grant for actual settlement, and the best sections within the railway belt (24 miles each side of the road), for 600 miles west of Winnipeg, have been already taken up. There are no settlement duties required of a purchaser of lands from the CANADA NORTH-WEST LAND COMPANY; and the value of their sections is constantly being enhanced by the settlement and cultivation of the Government grants. Settlers on Free Grants desirous of enlarging their farms are already purchasing largely of the Company's lands adjoining their own. The Company offers for sale choice farming lands, distributed throughout the most fertile and desirable parts of Manitoba and the Canadian North-West. The sections comprise: 1, 9, 13, 21, 25 and 33 in railway lands within the railway belt; and ALL CANADIAN PACIFIC RAILWAY LANDS south of the railway belt, comprising Southern Manitoba, Souris, and Moose Mountain districts. These lands extend over an immense area of excellent country, and they include such a diversity of fine agricultural soil that an almost unlimited selection is offered, which cannot fail to meet the requirements of all settlers whether they intend to follow stock, grain, or mixed farming.

The terms, as will be seen by the advertisements elsewhere in this publication, are of the most liberal character, the lands being placed in the market from \$20s. per acre upwards, one-sixth cash, balance in five equal annual instalments, with interest at six per cent. per annum, payable in advance. PURCHASERS OF TOWN AND VILLAGE LOTS ARE OFFERED A LIBERAL REBATE FOR BUILDING.

Those who toil against overwhelming odds to restore the lost vitality of impoverished farms, should remember that thousands of acres of the richest virgin soil is offered at reasonable prices, in a country where the success attending agricultural pursuits has become famous throughout the world, and is attested by the evidence of those who have made the experiment and are enjoying the results of their enterprise.

The Company's lands are well situated, fertile and productive, many of them in the midst of thriving settlements, and within easy access of churches, schools, and markets. Intending settlers will act wisely in carefully examining the lists

to be found in the offices of the Company, at 114, Cannon Street, London, before deciding upon a permanent location.

Towns and villages, which will become the trade centres and markets for the surrounding settlements, are springing up along the line of railway. They are usually eight to ten miles apart. Lands purchased a few years ago at 5s. per acre, are now worth from £1 to £3, and in choice locations higher prices have been realized. These figures do not refer to specially valuable sections in the vicinity of rapidly growing towns, but to land purchased for purely agricultural purposes.

Persons emigrating to the North-West now, will have great advantages over those who go later, as the rapid settlement of the country, with consequent cultivation and other improvements, will cause a general increase in the price of land as compared with present figures.

THE SYSTEM OF SURVEY.

The Canadian North-West is laid off in townships six miles square, containing thirty-six sections of 640 acres each, which are again subdivided into quarter sections of 160 acres. A road allowance, having a width of one chain, is provided for on each section line running north and south, and on every alternate section line running east and west.

			N			
	31	32	33	34	35	36
	30	29	28	27	26	25
	19	20	21	22	23	24
W	18	17	16	15	14	13
	7	8	9	10	11	12
	6	5	4	3	2	1
			S			
						E

The sections are apportioned as follows:—

OPEN FOR HOMESTEAD AND PRE-EMPTIONS.—Nos. 2, 4, 6, 10, 12, 14, 16, 18, 20, 22, 24, 28, 30, 32, 34, 36.

BELONGING TO THE CANADIAN PACIFIC RAILWAY.—Nos. 3, 5, 7, 15, 17, 19, 23, 27, 31, 35.

SOLD TO THE CANADA NORTH-WEST LAND COMPANY BY THE CANADIAN PACIFIC RAILWAY.—Nos. 1, 9, 13, 21, 25, 33.

HUDSON'S BAY COMPANY'S LANDS.—Nos. 8, 26.

SCHOOL SECTIONS.—Nos. 11, 29 (reserved by Government solely for school purposes).

During the season (1882) 44,000 immigrants arrived in Manitoba, with an aggregate of \$10,000,000 (£2,000,000).

The Canadian North-West, including Manitoba, is now recognised as the greatest Wheat and Grain-Producing Country in the World. The lands of the CANADA NORTH-WEST LAND COMPANY are situated in the most desirable parts of this fertile country, and are offered at low prices, *without settlement or cultivation conditions.*

PRACTICAL INFORMATION.

A settler in Manitoba may commence on comparatively small capital; that is, enough to build one of the inexpensive houses of the country, to buy a yoke of oxen and a plough, his seed grain, and sufficient provisions to enable him to live for one year, or until his first crop comes in. With a little endurance at first, from this point he may attain to a position of plenty and independence. On the other hand, a settler may take with him to Manitoba or the North-West Territories, considerable capital, and invest it in large farming operations, either in wheat-growing or stock-raising, both of which he will probably find very profitable. The settler from older countries should be careful to adapt himself to those methods which experience of the country has proved to be wise, rather than try to employ in a new country those practices to which he has been accustomed at home. For instance, with respect to ploughing, or, as it is called, 'breaking', the prairie, the method in Manitoba is quite different from that in the old country. The prairie is covered with a rank vegetable growth, and the question is how to subdue this, and so make the land available for farming purposes. Experience has proved that the best way is to plough not deeper than two inches, and turn over a furrow from twelve to sixteen inches wide. It is especially desirable for the farmer who enters early in the Spring to put in a crop of oats on the first breaking. It is found by experience that the sod pulverizes and decomposes under the influence of a growing crop quite as effectually, if not more so, than when simply turned and left by itself for that purpose. There are also fewer weeds, which is of very great importance, as it frequently happens that the weeds which grow soon after breaking are as difficult to subdue as the sod itself. Large crops of oats are obtained from sowing on the first breaking, and thus not only is the cost defrayed, but there is a profit. It is also of great importance to a settler with limited means to get the crop the first year. One mode of this kind of planting is to scatter the oats on the grass, and then turn a thin sod over them. The grain thus buried quickly finds its way through, and in a few weeks the sod is perfectly rotten. Mr. Daley, near Bigstone City, in the vicinity of Bigstone Lake, sowed ten acres of oats in this way. He put two bushels and a peck to an acre. In the fall he harvested 420 bushels of oats, which he found to be worth enough to pay for the breaking and give him \$75 besides. This is a practical reported experience. There is also testimony from other farmers to similar effect.

SETTLERS NOW IN THE CANADIAN NORTH-WEST

Consist of the better class of farmers from the eastern parts of Canada, many from England, Scotland, and Ireland, and a large number from the United States of America. There is also a number of Norwegian, Swedish, and German settlers, and there is a large settlement of Russian Mennonites and Icelanders, all of whom are doing well. There are many French, and a small number of Russian Jews who are now comfortably settled and contented. The people are of a respectable and orderly class.

MUNICIPALITIES.

The country is divided into municipalities as fast as settlement progresses sufficiently to warrant it. These municipal organizations take charge of roads and road repairs, there being no toll charge, and all matters of a local nature are administered by the reeve and council, who are each year elected by the people of the district.

THE SCHOOL SYSTEM

Is liberal and very effective. It is on the separate school system, and receives not only a very considerable grant from the local government, but there are also two sections in each township set apart by the Dominion Government, the proceeds of which when sold are applied to the support of schools. There is a superintendent to each section, and teachers are required to pass a rigid examination before they are appointed. A high class of education is therefore administered.

CHURCHES.

Nearly all denominations exist and are in a flourishing condition, and where a settlement is not large enough to support a regular church there are always visiting clergymen to do the duty.

THE FORM OF GOVERNMENT

Is practically the most free in the world. The people are the source of power. There is no hereditary aristocracy to bind society in class traditionalism. We have constitutional government—the most easy and rational arrangement between Republicanism and Monarchy—and every householder has the franchise. The taxes are much lighter than in the other Provinces, in fact are such a mere nominal thing that they are not worth taking into account in an intending settler's calculations.

GOVERNMENT LANDS.

HOMESTEADS, PRE-EMPTIONS AND WOOD LOTS.

A 'homestead' which is limited in extent to a farm of 160 acres, is a *free gift* from the government on condition of three years' actual residence and cultivation; and a pre-emption entry, giving the right of priority of purchase at a future period of an additional tract of 160 acres, is also allowed to each homestead settler who may fulfil the obligations attaching to the homestead grant.

A settler must commence residence within six months after entry, and may not absent himself from his homestead for a longer period than six months without special leave from the Minister of the Interior, to obtain which the application should set forth in plain terms the grounds upon which the indulgence is asked. The affidavit of the applicant would lend weight to his representations of the circumstances.

Only the *even-numbered sections* of a township can be taken up as homesteads and pre-emptions.

Settlers in townships where wood is scarce, or altogether wanting, are allowed to purchase 'wood lots' not exceeding twenty acres in size, out of timbered land, in some adjacent locality reserved for the purpose. The price of wood lots is \$5 per acre.

Settlers are strictly forbidden to dispose of wood from off their homesteads, pre-emptions, or wood lots (previous to issue of patent) to saw-mill proprietors or any person other than an actual settler for his own use. Breach of this condition entails forfeiture of entries for all three, with other penalties.

While he faithfully performs the homestead conditions a settler enjoys the full rights of proprietorship, even previous to receiving patent. Non-fulfilment of conditions, however, renders the entries of homestead, pre-emption, and wood lot, subject to cancellation, the right to hold the two latter claims being entirely contingent on actual performance of homestead obligations. On cancellation all

improvements become forfeited to the Crown, and the ex-holder is prohibited from making a second homestead entry.

The title of all lands remains with the Crown till after the patent is issued. Unpatented lands are consequently not liable to seizure for debt, nor do they afford any security for obtaining credit or loans. In case a settler dies, the law allows his executors to fulfil the deceased's homestead obligation, that the estate may be secured to his heirs.

Any man over eighteen years of age, or any woman who is the sole head of a family, may take up a homestead; but if a citizen of a foreign country, such settler is required to become a British subject, by naturalization, previous to issue of patent, which can be done under the law on completion of his or her three years' residence on the homestead.

WOOD.

Although there are sections where wood is scarce, as a general rule there is a well regulated supply throughout the country. The plains abound with wood in clumps; and in other parts there are tracts of forest so evenly interspersed that farmers can generally obtain a good wood lot in close proximity to their prairie farms, besides which the numerous rivers are invariably lined with wood on each bank.

Elder, oak, elm, maple (hard and soft), basswood, cottonwood, poplar, willow, white and red cedar, birch spruce, white ash, tamarack, cherry, balsam, ash, pine, and other varieties are found in groves and in detached clumps over the country.

The railway has now entered the forests of the Rocky Mountains, which contain some of the finest timber in the world—sufficient to supply the prairie region of the North-West with lumber for all time. This, coupled with the development of the coal district, will ensure a plentiful supply of cheap fuel and timber.

SUPPLY OF FUEL.

In the early days of settlement much doubt was expressed as to the suitability of Manitoba and the Canadian North-West, on account of the want of sufficient fuel for household and manufacturing purposes. Recent investigations have, happily, quite dispelled this doubt, and it is now known that in addition to the clumps of wood to be found dotted here and there on the prairie and the timber with which the rivers and creeks are lined, there is in these new regions an ample supply of coal. The coal bed in the Bow and Belly Rivers district was the first to be actually worked, and the result of these workings proved highly satisfactory. Samples were tested by the Canadian Pacific Railway Company at Winnipeg, to ascertain how far the coal was suitable for use in locomotives. The test proved highly satisfactory, the coal burning freely, with intense heat, without clinkers, and emitting a clear white smoke. It was also shown that no better coal could be found for gas purposes, and that excellent coke can be made from it.

These coal districts are within easy distance of the main line of the Canadian Pacific Railway, and the coal can be placed on the railway at a cost of about 12 shillings per ton. The immense extent of these coal beds has been approximately ascertained by surveys under the directions of the Dominion Government Survey, and it is estimated that the quantity of coal underlying a square mile of land in the Bow and Belly Rivers district is in one case 4,900,000 tons; in two cases 5,000,000; and in another 9,000,000 tons. The coal is in general exposed on the surface, and there is consequently little labour necessary to the working of the mines. Though no government surveys have been made in the surrounding districts, coal deposits in immense quantities are known to extend to the north and west of the parts from which coal is now being taken.

Valuable and extensive coal beds also exist in the Souris district in Southern Manitoba and the south-eastern part of the North-West, and these will shortly be opened up by the projected Manitoba South-Western Railway. Careful examinations show that the coal deposits in this district are of the tertiary age, consisting of lignite or brown coal, associated with clays, and thin sheets of limestone, and that the beds are so inclined as to make the working easy and inexpensive. The coal is found to burn with a fierce heat, leaving about 5 per cent. of white ash with no appearance of clinkers.

Indeed, the whole region from the Souris district westward to the Rocky Mountains is one vast bed of valuable coal of almost exhaustless extent, and with the development of railways the produce of these mines will be brought to the doors of the settler at a moderate price.

The planting of trees on the prairie may, with little expense and trouble, be carried out in such places where wood may happen to be scarce. Elder, oak, elm, maple (hard and soft), and basswood may be planted, and will grow successfully; but cottonwood, poplar, and willow, will grow very rapidly, and for ordinary purposes on a farm they are most useful. The following descriptions of woods are found in the Canadian North-West:—Oak, white and red cedar, birch, poplar, spruce, white ash, cottonwood, tamarack, cherry, white willow, balsam ash, maple, pine, elm, and box-elder, the latter being very valuable, as it is coming into use extensively for the purpose of wood-engraving.

In connection with tree planting, the following recommendation from a resident farmer in Manitoba is worthy of attention:—

"I would suggest that intending settlers in the North-West who come to settle down on prairie land should break up an acre or two around where they build, on the west, north, and east, and plant with maple seeds. Plant in rows four feet apart, the seeds to be planted one foot apart; they can afterwards be thinned out and transplanted. I have them twelve feet high, from the seed planted four years ago, and they will form a good shelter.

"JAMES STEWART,

"High Bluff."

[55 miles west of Winnipeg.]

THE WATER SUPPLY.

A supply of good water is an indispensable necessity to the farmer, for household purposes as well as for stock. The Canadian North-West has not only numerous rivers and creeks, but also a very large number of lakes and lakelets in almost every part of the country, and it has now been ascertained definitely that good water can be obtained almost anywhere throughout the territory by means of wells; in addition to which there are numerous clear, running, never-failing springs to be found throughout the country. An ample supply of water of different qualities may always be found on the prairie by sinking wells, which range in depth from eight to twenty feet. Rain generally falls freely during the spring, while the summer and autumn are generally dry.

STOCK RAISING.

The general healthiness of the climate and the favourable conditions for feeding horses, cattle, and sheep, make stock raising a most profitable industry. The boundless prairies, covered with luxuriant grasses, giving an unusually large yield, and the cool nights for which Manitoba is famous, are most beneficial features in regard to stock; and the remarkable dryness and healthiness of the winter tend to make cattle fat and well-conditioned. The easy access to good water is another advantage in stock-raising. The abundance of hay everywhere

makes it an easy matter for farmers to winter their stock; and in addition to this there is, and always will be, a ready home market for beef.

CATTLE.—In the Qu'Appelle and Saskatchewan districts large herds are also being raised with success. The North-West is, indeed, as far as can be judged from recent appearances, destined to be the greatest stock-raising country in Canada, not in the whole of America.

HORSES.—The raising of horses has not as yet assumed any considerable proportions, though what has been done in this direction has met with success. There are a few countries where the horses have such immunity from the diseases of stock as they have in the North-West.

SHEEP.—Sheep-growing is now becoming an important industry, and the climatic conditions are such as to render the yield of wool much finer and the fibre considerably shorter than that from the same class or breed of sheep elsewhere. Sheep have been entirely free from disease in the North-West, and foot-rot has never occurred so far as can be ascertained.

PIGS.—As to pigs, the Berkshire breed seems best suited to the country, as the pigs of this class mature rapidly and fatten easily, living on the grass and making good pork in six or seven months with proper feeding. The breeding and fattening of pigs increased considerably in 1882, and no disease was reported among them.

POULTRY.—Poultry do exceedingly well in the North-West, especially turkeys, owing to the dryness of the climate. Manitoba is itself the home of the wild duck, goose, and chicken, and those who devote care and attention to the raising of poultry are sure of a good return.

IMMUNITY FROM DISEASE.—It is important to add that no disease of a contagious or infectious character exists among the cattle and sheep of the North-West, and that every care is taken by the Provincial Governments to promote the interest of breeders. Among the more recent measures adopted is the appointment of veterinary surgeons in each county, to look after the interests of stock raisers, and to carry out the stringent regulations now in force to prevent the introduction of disease among cattle and horses.

WILD GRASSES OF THE PRAIRIE.

There are between forty and fifty varieties of native grasses in the North-West, all alike for the luxuriance of their growth and the great amount of nutrition they possess. The first point a farmer would note about them is the abundance of the foliage of nearly all the species. While the grasses of Eastern Canada are nearly all culm or stem, most of them having only one, two, or three leaves, most of the North-Western grasses have ten or twenty leaves. This is of course an extremely valuable feature in grass, as the leaves are more easily digested than the culms. The culms are exceedingly fine in the prairie grass, and this again would strike a farmer as indicating a good quality of grass; add to this that there are in some species such an abundance of seeds as to make the fodder partake of the nature of a feed of grain, and it will be seen that the statements about the readiness with which stock will fatten on prairie hay are not overdrawn.

The following are a few of the varieties found: the brown-top or cedar grass, one of the most valuable kinds, has a fine stem with abundant foliage, and there are several species of red-top very nutritious; the pea grass, a kind of vetch, affords good pasturage for stock in winter; the beaver hay, much superior to the grass of the same name found in Eastern Canada; the Scotch grass, a favourite hay in the North-West; and the upland hay found on the prairie, of very fine quality. Then there are the following grasses: brome, blue, buffalo, blue-joint, edge-hay, colony hay, June grass, bue and wheat grass, as well as numerous other varieties, the greater portion of them being nutritious, and some of them very beautiful in appearance.

Owing to the abundance and excellence of prairie hay, little has hitherto been done in the cultivation of grasses, though what small quantity is cultivated is largely of the Timothy and Hungarian classes.

The average yield of hay per acre is 2½ to 3 tons; sometimes 4 tons are gathered, and in wet seasons as many as 5 tons. The crop of 1882 was an abundant one, and was generally saved in good condition, while in 1883 almost a double yield was gathered.

MIXED FARMING.

To the general settler the suitability of the prairie to cattle and sheep raising is a matter of great importance; for the most profitable as well as agreeable mode of farming in a country such as the North-West is undoubtedly the combination of cattle raising and grain culture. A steady and increasing importation to Manitoba of cattle and horses of good breed is now going on, and the cheapness with which feeding can be carried on and the power a mixed system gives the farmer of making use of what would otherwise be wasted, must lead to a still further increase in the extent of stock raising in the country.

RAISING OF BEES.

Apiculture is successfully carried on in the North-West, as bees require a clear dry atmosphere and a rich harvest of flowers; if the air is damp, or the weather cloudy, they will not work so well. Another reason why they work less in a warm climate is, that the honey gathered remains fluid for sealing a longer time, and, if gathered faster than it thickens, it sours and spoils. The clear bright skies, dry air, and rich flora, are therefore well adapted to bee culture.

FRUITS.

Wild fruits, attaining to great perfection, abound in Manitoba and the North-West. Wild plums, grapes, raspberries, gooseberries, strawberries, cherries, cranberries, and other berries of various kinds abound and are of luscious quality. Little attention has hitherto been paid to fruit growing, owing to the time of settlers being too much occupied with the important work of erecting buildings and getting their lands fairly under cultivation; but as the general improvement of the farms progresses fruit culture will doubtless receive its due share of attention. Following are some statements from farmers on the subject:—

"Strawberries, currants, gooseberries, raspberries, and in fact all small fruits, bear in the greatest abundance, and give every promise of being very profitable.

"W. A. FARMER, Headingly."

"Planted twenty apple trees two years ago, which are growing very well.

"ARTHUR J. MOORE, Nelsonville."

"I have over 1,000 apple trees doing very well, and also excellent black currants.

"JAMES ARMSTRONG, High Bluff."

HOPS.

Wild hops, pronounced by brewers to be of excellent quality for brewing purposes, attain to a luxuriant growth in nearly every portion of Manitoba, the soil and climate being apparently thoroughly suited to them. Hops from these parts have for some time past commanded good prices, and the cultivation of the hop

plant is believed to be most profitable to the grower. A resident settler, writing on this subject, says:

"Hops will do well cultivated. I have planted wild hops out of the bush into my garden along the fence and trained on poles, bearing as full and fine and as large as any I ever saw at Yalding and Staplehurst, in Kent, England.

"LOUIS DUNESING (Emerson)."

FLAX AND HEMP.

These crops were cultivated to a considerable extent by old settlers many years ago, the product being of excellent quality; but the universal complaint at that time was the want of a market, or of machinery to work up the raw material, and this led them to discontinue this important branch of husbandry. Its cultivation has been renewed extensively by the Russian Mennonite settlers, on whose reserves in the southern portion of Manitoba a considerable quantity is produced. At West Lynne alone over 6,000 bushels were brought in during the first week in December, 1882, averaging 80c. (3s. 4d.) per bushel. Flax is peculiarly suited to the Province. It can only be raised successfully in a cool region, the warm climates of the south causing the bark to become brittle and hard, and the rapidity with which it there matures preventing the lint from obtaining consistency or tenacity. On account of their extremely favourable climate for this cereal, Manitoba and the North-West territories are likely to prove formidable rivals to northern Europe in its cultivation.

WILD RICE.

Wild rice grows luxuriantly in some parts, especially in the districts surrounding the large lakes to the north of Winnipeg, where the low and wet lands are found to be especially suited to its cultivation. Its growth is carried on to some extent at Rat Portage, Fort Alexander on the Winnipeg River, and at other points. The grain is found to be most useful and delicious for the table, far preferable to the rice in general use.

SUGAR CANE.

The experiments so far made with early amber sugar in Manitoba have been limited in extent, but eminently successful, extending over five years. The trials that have been made prove that there is abundant crystallisable sugar in the northern cane after becoming ripe, and the success that has hitherto accompanied the cultivation of the plant in northern latitudes is certain to lead to its increased and extended growth in the North-West.

SHOOTING AND FISHING.

There is excellent shooting everywhere in the woods and on the prairie, as may be seen by the following list of birds and animals to be found:—Small game: prairie chickens, ducks, geese, pheasants, partridges, pigeons, cranes, snipe, plover, rabbits, &c. Large game: moose, deer, antelope, elk, and a large number of fur bearing animals.

The rivers and lakes abound with the following fish: sturgeon of large size, white fish, pickerel, pike, bass, perch, suckers, sun-fish, gold eyes, carp, trout, and maskinonge.

TESTIMONY OF FARMERS.

The Department of Agriculture has published a statement respecting the suitability of Manitoba as a place for settlement, based upon the answers of farmers, whose names and addresses are given, and to whom reference may at any time be made. A copy of this statement in pamphlet form, entitled 'What Farmers Say,' will be furnished post free by any of the agents of the Canadian Government on application by letter. These farmers testify:—

- (1) That both the country and the climate are healthy.
- (2) That the soil is exceptionally rich, there being a black loam from one to four feet in depth, resting on a clay sub-soil; and that this soil yields good crops without manure.
- (3) That they have found no difficulty in getting wood and water for the purposes of their farms, but that sawn lumber is found to be at present dear.
- (4) That the prairie hay, which is very nutritious for feed, can be obtained in illimitable extent for merely the cutting and drawing.
- (5) That the effect of the winter is not unfavourable on cattle.

Thirty-seven farmers testify that Indian corn can be ripened. Eighty-nine testify to an average yield of wheat per acre, of 26½ bushels in 1877, of 26½ in 1878, 26½ in 1879, and of 29½ bushels in 1880. The weight of this wheat is very heavy, being from 63 to 66 lbs. per bushel.

One hundred and fifteen farmers testify to the yield of oats per acre, namely, in 1877, 59½ bushels; in 1878, 59½ bushels; in 1879, 68 bushels; and 67½ bushels in 1880.

In barley the testimony of one hundred and one farmers gives an average yield of 37½ bushels per acre in 1879; and 41 bushels in 1880.

Twenty-one farmers testify to the yield of peas per acre, giving an average of 32 bushels in 1877, 34 bushels in 1878, 32½ in 1879, and 38½ in 1880. Some of the yields of peas were very much larger and some smaller than these averages, the yields evidently depending on the farming.

Ninety-two farmers testify to an average yield of 318 bushels of potatoes per acre in 1880. W. H. J. Swain, of Morris, has produced 800 to 1,000 bushels of turnips to the acre, and 60 bushels of beans have also been raised by him per acre; Isaac Casson, of Green Ridge, has raised 270 bushels of onions to the acre; John Geddes, of Kildonan, states that he has raised 300 bushels of carrots and 800 bushels of turnips per acre; Joshua Appleyard, of Stonewall, also states his crop of turnips to have been 1,000 bushels per acre, the common weight being 12 pounds each; A. V. Beckstead, of Emerson, gives his experience as follows:—Mangel wurtzel weighing 27 pounds each, beet weighing 23 pounds each, cabbage weighing 49 pounds each, onions each 1½ pounds in weight; W. B. Hall, of Headingly, has raised carrots 3 inches in diameter, beets weighing 20 pounds each, and gives the weight of his turnips generally at 12 pounds each. It must be remembered, moreover, that none of the farmers mentioned above used any special cultivation to produce the results we have described, and out of nearly 200 reports which we have received from settlers concerning the growth of roots and vegetables in the Canadian North-West, not one has been unfavourable.

THE TIME TO EMIGRATE.

Generally speaking, the best time to emigrate is in the very early spring for all classes of agriculturists. The agricultural labourer will then find his services in demand with the busy time that always comes during the seed-time in Canada; and the agriculturist who intends to take up land for himself will arrive at the beginning of the season's operations. The agriculturist who goes to Manitoba may, by getting in a crop of oats or potatoes during the month of May or the first

week in June, contribute greatly to the support of himself and family during the first year. Or, again, if the agricultural labourer arrives in the summer, about harvest time, he will find great demand and high wages for his services during the harvest months; and he will have no difficulty in getting on well from this point.

The farmer, too, who desires to take up land, if he comes in the summer time, may see the crops growing, and may thus have an opportunity to choose at leisure the most advantageous location. In Manitoba and North-West, too, the summer and autumn months are the best for moving about the country in search of land; or, as it is commonly called, "land-hunting," for a suitable spot on which to settle. Having selected it, he may proceed to erect his house, and make his preparations for living over the winter; and, if he has means to do this, he may make his start with great advantage in the spring from being on the spot.

OCEAN FARES AND BEST WAY TO REACH CANADA.

The fullest information may be obtained on application to Alexander Mosses, the Land and Emigration Agent of the Canada North-West Land Company, Limited, 114 Cannon Street, London, E.C., or Sub-Agents.

Agriculturists in search of land, and especially those going to the North-West, **SHOULD BE VERY CAREFUL HOW THEY RECEIVE THE GLOWING REPRESENTATIONS WHICH ARE MADE TO THEM BY AGENTS OF LAND COMPANIES, WHO WILL WAYLAY THEM AT MANY POINTS ON THEIR JOURNEY, AND PARTICULARLY IN PASSING THROUGH SOME OF THE WESTERN STATES.** An immigrant bound for Manitoba should persevere, in spite of all representations or misrepresentations, in going to see for himself.

PRACTICAL SUGGESTIONS FOR INTENDING SETTLERS.

In view of a certainty that an influx of population into Manitoba will be the most marked feature of the immigration movement for many years to come, it is advisable to furnish particular directions respecting it in this place, at the risk of some repetition of information in previous pages of this book.

The previous directions, how to go, and what route to take, from the United Kingdom, or the continent of Europe, are common to all immigrants; and all assisted passages to Canadian ports and facilities afforded to immigrants are common to those going to Manitoba. The word 'Manitoba,' in this particular, being also intended for the Canadian North-West, Manitoba being the Gate-way.

Any intending settlers in Manitoba arriving at the United States ports—either Boston or New York—should, if they have not already procured through tickets, at once get them to the point of destination without suffering themselves to be influenced, and probably misled, by specious misrepresentations made to them by persons interested in the sale of American railway lands. They should persist in proceeding to their destination, to judge of the facts for themselves. From New York to Boston the tickets should read *via Chicago and St. Paul to Winnipeg.*

LUGGAGE.

The attention of emigrants cannot be too particularly directed to everything about their luggage. In the first place it is very desirable that they should not encumber themselves with unnecessary articles, as these, besides causing them a great deal of trouble, may in the end cost a great deal more than they are worth.

On all the steamship bills the passenger will find stated how many cubic feet of luggage he can take with him on board the steamship. Cabin passengers are allowed 20 cubic feet, intermediate and steerage passengers 10 cubic feet of

luggage free. It may, however, happen that the number of cubic feet of luggage which the steamship will allow is very much heavier than the 150 lbs. in weight allowed to each passenger on the Western railways.

The railways in the older Provinces of Canada are very liberal in dealing with emigrants' luggage, and will deal generously with that which is not very much out of the way. On the Western railways, however, the luggage is weighed, and high freight rates are charged for all luggage in excess of 150 lbs. weight per passenger. A family or party going together, however, may have their luggage all weighed together, and no charge made unless there is an excess above an average of 150 lbs. for each. Many heavy lumbering things sometimes carried by immigrants are not worth paying the excess of freight for, and can be better and more cheaply purchased on arrival at their destination. The luggage, and boxes or trunks of every passenger should be plainly marked with name and destination.

All heavy luggage and boxes are stowed in the hold, but the emigrant should put in a separate and small package the things required for use on the voyage. These he should keep by him and take into his berth.

Emigrants sometimes suffer loss and inconvenience from losing their luggage. They should, therefore, be careful not to lose sight of it until it is put on shipboard. It is then safe. Upon arrival at Quebec it will be passed by the Custom officers and put into what is called the 'baggage car' of the railway train, where it is 'checked' to its destination. This means that there is attached to each article a little piece of metal with a number stamped on it, while a corresponding piece similarly numbered is given to the passenger to keep until his destination is reached. The railway is then responsible for the safety of his luggage, and will not give it up until he shows his 'check'.

After arrival at Quebec or Halifax, however, the immigrant should see that his luggage is with him on the same train; and if he is going to the North-West via the United States, he must see that it is passed by the United States Custom officers there, and again put on the train. Many have suffered great loss from not taking this precaution, their luggage having been left behind.

WHAT TO TAKE.

The emigrant should take with him as good a supply of clothing as he can. Woollen clothing and other kinds of wearing apparel, blankets, house linen, &c., are generally cheaper in England than in Canada. Generally, all bedding should be taken, and the covers and the ticks of the beds; but not the materials with which they are stuffed, as these would be too bulky, and can readily be obtained on arrival in Winnipeg.

Many of the little household necessities which the emigrant possesses he might do well to bring, and they may prove very useful; but still it is advisable to consider well the weight and bulk, and how far it is worth while.

Articles of household furniture, crockery, stoves, or heavy articles of hardware, should be left behind or sold, except in circumstances for special reasons which the emigrant will consider. It must be borne in mind that such articles are very liable to breakage, especially on long railway journeys.

Agricultural labourers should not bring any of their tools with them, as these can easily be got in Manitoba and the North-West, of the best kinds, and suited to the needs of the country. Generally speaking, the farming tools used in England would not be suitable there.

CITIES, TOWNS, AND VILLAGES.

WINNIPEG.

This enterprising city is the metropolis of the North-West, and during the time of its existence has outstripped all rivals in the West in growth and advancement. In 1870, the then hamlet numbered some 200 souls, in 1874 it

was incorporated as a city with population of 6,000. In 1888, there were 15,000 people in the city, but wonderful as has been the progress of the prairie city for eight years of its existence, the gigantic strides during 1882 totally eclipsed the previous advance in population, for we find the city now with a thriving host of nearly 30,000 souls. Some further idea of the growth of Winnipeg may be had from the following figures, taken from the assessment roll of 1882:—

WARD	1881	1882	INCREASE
South	\$3,374,880	\$10,467,150	\$7,092,270
North	1,923,820	8,103,870	6,180,050
West	2,257,385	7,780,300	5,522,915
East	1,040,350	4,080,950	2,440,600
	<u>\$9,196,435</u>	<u>\$30,432,270</u>	<u>\$21,235,835</u>

The Assessment is divided—Real estate \$25,154,900; buildings, \$3,277,550 personal, \$2,090,270.

No less than seven lines of railway now centre in Winnipeg, which has become the doorway and chief distributing point between the East and the vast prairie region of the North-West.

PORTAGE LA PRAIRIE.

Situated on the Assiniboine River, and on the line of the Canadian Pacific Railway, is the next city of importance in the western section, and about sixty miles distant from Winnipeg. It has grown very rapidly, and in ten years it has gained a population of 5,000. There are many fine buildings, and the city is surrounded by a magnificent country closely settled by prosperous farmers.

BRANDON.

The next point on the main line of the C. P. R., was laid out in 1881, and now boasts upwards of 4,000 souls. This equally phenomenal western city is also surrounded by a fine farming country, well settled, and is again to become important and thriving.

OTHER TOWNS.

Following these trade centres, which even now are only in their infancy, and give great promise of increasing with as great rapidity as heretofore, there are numerous other town sites which have been laid out along the line, and are already absorbing a considerable portion of the in-going population, offering fine opportunities for almost every trade and business enterprise. These sites have been selected in the most advantageous positions, and will therefore be surrounded by an excellent farming country. Among the most important may be mentioned:—

CARBERRY, the county town of Norfolk, is in the centre of the wheat-growing area known as the Beautiful Plains. Grain to the extent of over 300,000 bushels was shipped from this point last season. The population is now over 300. The first building was erected a little over a year ago.

VRDEN, about 50 miles west of Brandon, is well supplied with churches, stores, hotels, and public buildings. Its growth since the town plot was surveyed, about a year ago, has been steady, and its trade is increasing rapidly.

MOOSEMOUNT.—The fact that the Fort Ellice and Moose Mountain trails start from this point has been sufficient to establish a good town. It has an enormous wealth of country to support it, and must continue to advance as rapidly as it has done in the past. Population 300.

BROADVIEW is prettily situated at the head of Weed Lake. The establishment of the repair shops of the Canadian Pacific Railway gave the place a standing,

and it has continued to advance rapidly up to the present time. Population about 400.

INDIAN HEAD.—On the main line, 312 miles west of Winnipeg; the headquarters of the justly celebrated "Bell Farm," and of the Indian Agency for the Qu'Appelle district. With a charming situation, excellent natural drainage, the largest and finest brick hotel in the North-West, and enterprising merchants, Indian Head must soon rank among the largest towns along the line. The Fishing Lakes on the Qu'Appelle eight miles north, and the beautiful lake six miles south, offer special attractions as summer resorts.

QU'APPELLE, situated south of the fort bearing that name, is a flourishing town. The stage for Prince Albert and northern points starts from here. The streets are laid out through groves of poplar, which add much to the beauty of the town. The Government Immigration Buildings are erected here.

REGINA, the capital of Assiniboia, headquarters of the Mounted Police and India Offices, is the centre of the largest block of wheat-growing land in the North-West. It has miles of graded streets, the largest and best constructed reservoir in the North-West, and is bound at no distant day to become a large city.

MOOSE JAW.—The growth of Moose Jaw this summer has been a surprise, even to those who are accustomed to see cities born in a day. Its handsome edifices, well laid-out streets and avenues, and its charming situation at the junction of two rivers, hold out great hopes for its future prosperity.

MANITOBA AND THE CANADIAN NORTH-WEST.

RECAPITULATION.

SEASONS.—Ploughing commences in April. Seeding in April and May. Harvest in August. Winter commences middle November, and lasts till end of March.

CLIMATE.—Healthy, no epidemic diseases, no malaria. Spring—clear and bright. Summer—Warm, with cool nights. Autumn—Balmy and pleasant. Winter—Uniform, dry and bracing.

SOIL.—Rich, black, argillaceous mould or loam, 2 to 4 feet deep, on a very tenacious clay subsoil.

WATER.—Good water by digging anywhere. Clear running streams. Ponds and picturesque lakes.

WOOD.—Groves and clumps of trees dot the prairie. The rivers and streams are lined with timber, and wood is easily obtainable for fuel and building purposes.

HAY.—Cattle prefer the wild prairie grass of the Canadian North-West to the cultivated varieties. It is very fattening to stock, and abundant everywhere. Timothy yields three tons per acre.

YIELD OF CROPS PER ACRE.

Wheat	30 bushels—weight, 62 to 66 pounds.
Oats	57 " " " " " 40
Barley	40 " " " " " 50
Potatoes	350
Turnips	1,000
Carrots	300
Onions	270 "

FRUIT.—Fruit trees of all ordinary kinds yield abundantly. Currants, raspberries, gooseberries, grapes, strawberries, &c., thrive excellently.

COST OF LIVING.—Provisions and goods of all kinds can be purchased at reasonable prices. Agricultural implements of the most modern class about the same price as in the older parts of Canada, and cheaper than in the United States.

MARKETS.—The rapid construction of the railway and other public works, and the constant influx of new settlers, create a large and never-failing home demand for farm produce. Centres of trade are being established all over the country. Elevators are built along the line for the convenience of eastern buyers. Prices rule about the same as in Minnesota and Dakota, with double the yield per acre.

QUALITY OF GRAIN.

The following certificate speaks for itself:—

Certificate from the President of the Corn Exchange, Montreal, as to the excellent quality of Manitoba grain.

'Montreal, January 17, 1882.

I have examined samples of grain grown in Manitoba, submitted by Alexander Begg, of the Canadian Pacific Railway.

The sample of Fife wheat is specially good, and also No. 1 Hard, which is the quality of wheat now so much sought after by millers.

The barley, white and black oats, peas and beans shown, are all of very superior quality, and would command very high prices in this market.

A. MITCHELL,

'President, Corn Exchange Association, Montreal.'

Manitoba Hard Wheat is well known to be the finest in the world.

FIRST CROPS.—A fair crop of wheat, oats, or potatoes can be had from land newly broken.

MANURE.—The land will not bear manure for several years after breaking—it is too rich.

CITIES, TOWNS, AND VILLAGES ON THE WESTERN DIVISION OF THE CANADIAN PACIFIC RAILWAY.

WITH DISTANCES BETWEEN STATIONS.

FROM PORT ARTHUR (Prince Arthur's Landing)			
TO STEPHEN.			
Port Arthur	0	Martin	124
Fort William	6	Bonheur	134
Murillo	17	Falcon	145
Kaministiquia	28	Ignace	162
Finmark	37	Butler	160
Buda	44	Raleigh	170
Nordland	55	Tache	180
Linkoping	65	Brule	190
Savanne	76	Wabigoon	202
Upsala	86	Barclay	209
Carlstad	94	Oxdrift	221
Bridge River	104	Eagle River	231
English River	116	Vermilion Bay	241
		Gilbert	249
		Parrywood	256
		Summit	265
		Hawk Lake	272

FROM PORT ARTHUR TO
STEPHEN—continued.

Rosalind	289	Grenfell	708
Rat Portage	297	Summerberry	715
Keewatin	300	Wolsley	723
Ostersund	308	Sintaluta	731
Kalmar	320	Indian Head	741
Ingolf	328	Qu'Appelle	753
Gross Lake	334	McLean	761
Telford	338	Balgonie	770
Rennie	349	Pilot Butte	777
Darwin	359	Regina	785
Whitemouth	369	Grand Coulee	795
Shelly	375	Pense	802
Monmouth	383	Belle Plaine	810
Beausejour	393	Pasqua	819
Tyndall	400	Moose Jaw	827
Saskatchewan	408	Boharm	835
Gonor	414	Caron	843
Bird's Hill	421	Mortlach	852
WINNIPEG	429	Parkbeg	861
Winnipeg West	436	Secretan	872
Rosser	444	Chaplin	881
Meadows	451	Ernfold	890
Marquette	458	Morse	900
Reaburn	464	Herbert	909
Poplar Point	470	Rush Lake	918
High Bluff	478	Waldeck	925
Portage la Prairie	485	Aikins	933
Burnside	493	Swift Current	940
Bagot	500	Levan	948
MacGregor	508	Goose Lake	958
Austin	514	Antelope	967
Sidney	522	Gull Lake	975
Melbourne	528	Cypress	984
Carberry	535	Sidewood	994
Sewell	543	Crane Lake	1004
Douglas	551	Colley	1015
Chater	557	Maple Creek	1026
Brandon	562	Kincarth	1035
Kenmay	570	Forres	1044
Alexander	578	Walsh	1057
Griswold	587	Irvine	1067
Oak Lake	595	Dunmore	1080
Virden	609	Medicine Hat	1089
Hargrave	617	Stair	1097
Elkhorn	626	Bowell	1104
Fleming	640	Suffield	1116
Moosemin	648	Langevin	1124
Red Jacket	656	Kininivio	1133
Wapella	664	Tilley	1142
Burrows	672	Bantry	1152
Whitewood	678	Cassils	1162
Perceval	685	Southesk	1170
Broadview	693	Lathom	1179
Oakshela	700	Bassano	1186
		Crowfoot	1195
		Cluny	1205

FROM PORT ARTHUR TO

STEPHEN—*continued.*

Gleichen	1214
Namaka	1223
Strathmore	1230
Cheadle	1238
Langdon	1248
Shepard	1259
Calgary	1268
Stephen (summit Rocky Mtns.)	1289

WINNIPEG TO ST. VINCENT

(International Boundary).

Winnipeg	0
Winnipeg Jc.	2
St. Boniface	3
St. Norbert	12
Niverville	24
Otterburne	31
Dufrost	40
Arnaud	48
Dominion City	56
Emerson	66
St. Vincent	68

WINNIPEG TO W. SELKIRK.

Winnipeg	0
West Selkirk	22

WINNIPEG TO MANITOU.

Winnipeg	0
St. James	4
La Salle	19
Osborne	30
Morris	43
Rosenfeld	56
Gretna	70
Plum Coulee	66
Morden	81
Thornhill	88
Darlingford	96
Manitou	102

WINNIPEG TO STONEWALL.

Winnipeg	0
Air Line Jc.	2
Stony Mount	13
Stonewall	20

TABLE OF THROUGH DISTANCES.

VIA CHICAGO (ALL RAIL).

HALIFAX to WINNIPEG	2,561 miles.
NEW YORK to WINNIPEG	1,827 "
TORONTO to WINNIPEG	1,370 "
MONTREAL to WINNIPEG	1,703 "
QUEBEC to WINNIPEG	1,875 "

MONTREAL to WINNIPEG, <i>via</i> the Canadian Pacific	
Route when completed	1,434 "
Or from QUEBEC	1,591 "
MONTREAL to WINNIPEG, <i>via</i> the Canadian Pacific	
Railway and Lake Route.	1,344 "

(Of which 370 miles are by water.)

CHICAGO to WINNIPEG	866 "
ST. PAUL to WINNIPEG	410 "

SUGGESTIONS TO EMIGRANTS PASSING THROUGH THE UNITED STATES.

Parties moving to Manitoba should pack their household effects in good boxes, mark each package plainly with name and destination of owner in ink—cards are liable to be rubbed off—and consign them *via* the

CANADIAN PACIFIC RAILWAY.

Make an itemised invoice of the goods, giving in full description and value, and hand it to the Railroad or Steamship Company at shipping point, to be forwarded with the goods. This invoice is required by the American Customs for bonding purposes, and all goods arriving at the Customs stations on the American border, without invoices, are detained by Collector of Customs until the invoice is received.

Certified invoices or Consul's certificates are not required by the American Customs for goods consigned to Manitoba.

THROUGH TICKETS

Can be obtained to all Stations on the Canadian Pacific Railway.

CONCLUSION.

In concluding this small handbook, we can safely say to those into whose hands it may fall, that the facts stated are correct, and that the general view of the country and its prospects is neither imaginary or too highly coloured. Volumes have been and will continue to be written of the country, and Manitoba and the North-West will soon be familiarly and favourably known throughout the civilised world.

INTENDING SETTLERS

SHOULD EXAMINE THE LIST OF LANDS FOR SALE BY THE

CANADA NORTH-WEST LAND COMPANY, LIMITED,

Comprising 2,200,000 Acres, distributed through the most Fertile and Desirable parts of Manitoba and the Canadian North-West.

THE RAILWAY BELT.

The Company offer for sale choice sections throughout the Canadian Pacific Railway Main Line Belt, and in the vicinity of all the Towns and Cities on the line west of Portage La Prairie. These include all the following numbers undisposed of: 1, 9, 13, 21, 25, 33, and in the neighbourhood of Regina and Moosomin, all odd numbered sections except School Sections.

SOUTHERN MANITOBA, SOURIS, MOOSE MOUNTAIN.

Canadian Pacific Railway Lands south of the Railway belt have been acquired by this Company. The tract includes Southern Manitoba and the well-known Souris and Moose Mountain Districts.

AN ADVANTAGEOUS SELECTION.

The Company's land extends over such an immense area of excellent country, and includes such a great diversity of the best agricultural land that an almost unlimited selection is offered, which cannot fail to meet the requirements of all settlers, whether they intend to follow stock, grain, or mixed farming.

FAVOURABLE TERMS.

The lands are offered without condition as to settlement or cultivation.

Usual Terms are: One-sixth cash; balance in five equal annual instalments. Interest at six per cent. per annum payable in advance.

Canadian Pacific Railway Land Grant Bonds taken at ten per cent. premium and accrued interest.

THE CANADIAN PACIFIC

THROUGH RAIL AND WATER ROUTE TO THE WEST,

Via Algoma and Lakes Huron and Superior.

On the opening of navigation in the Spring of 1884, the new rail and water route from Montreal to all parts of the North-West will be opened. In comparison with the all-rail route via Chicago and St. Paul, passengers will be saved the fatigue and expense of 300 miles of travelling; and, apart from this and from the fact that the journey to Winnipeg will occupy much less time than by the rail route, it will be robbed of its monotony by a trip over the world-known inland sea.

LAKE SUPERIOR,

BY MEANS OF THE NEW

CLYDE-BUILT STEEL STEAMSHIPS

OF THE COMPANY.

Trace the Route on the Map.

MONTREAL to ALGOMA. Time, 20 Hours.

ALGOMA to PORT ARTHUR (Canadian Pacific Steamships) Time, 30 Hours.

PORT ARTHUR to WINNIPEG. Time, 20 Hours.

And all points West to the Summit of the Rocky Mountains.

The rolling stock of the Company is superior to that of any railway in America. The Drawing Room and Sleeping Cars are operated by the Company, are all new, and are the finest in the world.

EMIGRANT SLEEPING CARS.

A service of Sleeping Cars, on the same general plan as Pullman Cars, is being organised for use of emigrants, and the cars will be placed on the route next

season—1884. The comfort to be derived by the emigrant from a service of this kind cannot be over-estimated. *No extra charge will be made in these cars.*

REFRESHMENT ROOMS

have been established at convenient points along the line. They are under the direct supervision of the Company, and the best meals are provided at very moderate prices. The Company are building a

FIRST-CLASS HOTEL

At Algoma, where tourists can break the journey and enjoy the beautiful scenery and invigorating breezes on the north shore of Lake Huron.

THE NEW

STEEL STEAMSHIPS

for the Lake route, between Algoma and Port Arthur, were built on the Clyde in 1883 expressly for this service, and in their construction every consideration has been given to speed, safety, and comfort, special care having been taken to provide comfortable quarters for emigrants. They are named:

ATHABASCA,

ALBERTA,

ALGOMA,

and have each a gross tonnage of 1,780 tons. Length, 262 feet; breadth, 38 feet. All their appointments are of the highest class, no expense having been spared to render them seaworthy, commodious, and comfortable; in fact, they are equal in every respect to the finest ocean-going steamers.

By this route the entire journey is through Canadian territory, and beyond the examination of passengers' baggage on arrival at any Canadian seaport, no further Customs examination is required.

THROUGH TICKETS.

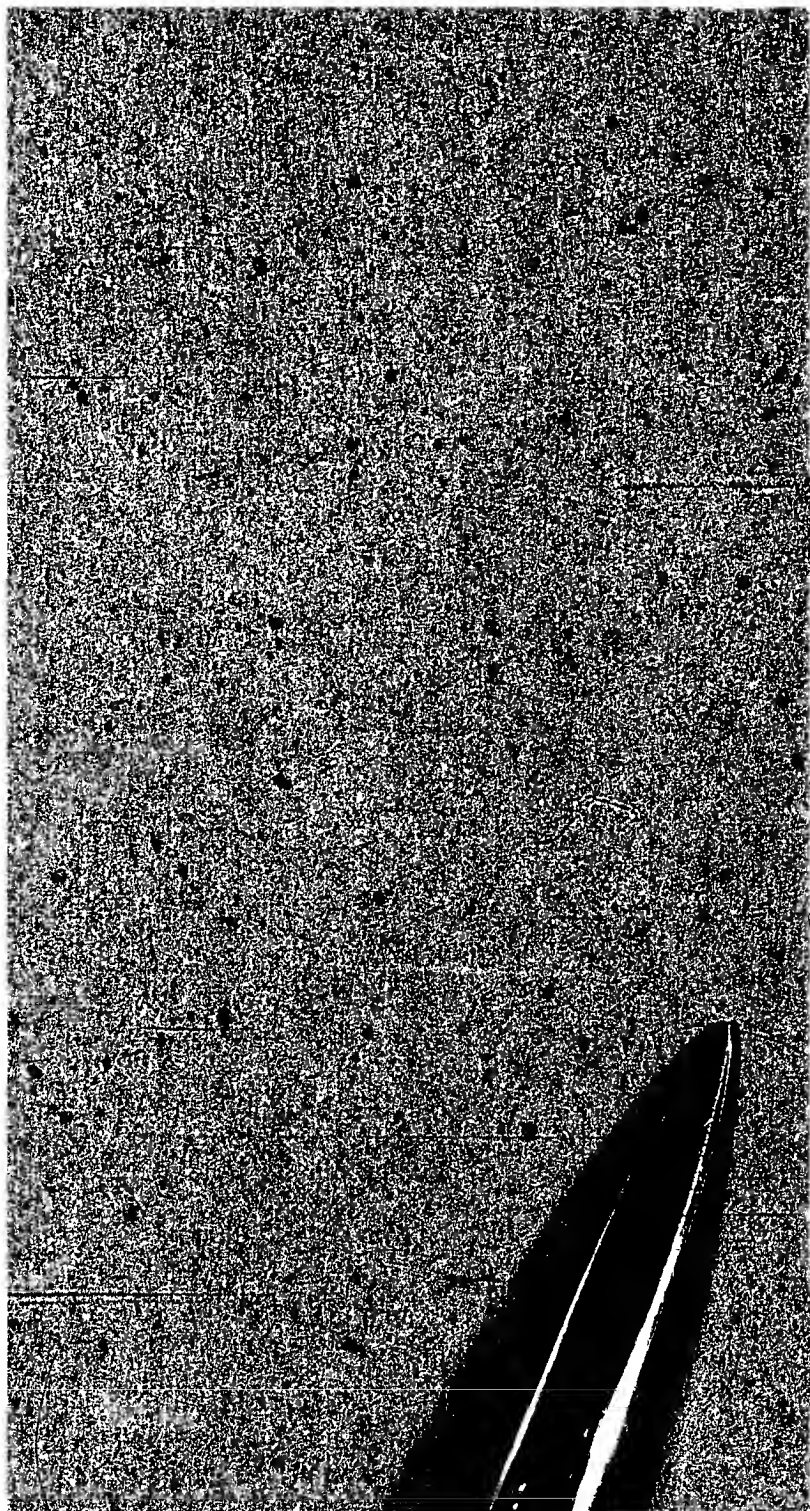
The opening of this new route gives the Company a line of its own from Montreal to the summit of the Rocky Mountains, and enables them to quote through fares at much lower rates than have hitherto been in force. Particulars of these can be obtained at the offices of any of the transatlantic steamship lines in Great Britain or on the Continent of Europe, or on application to

ALEXANDER MOSSES,

The Land and Emigration Agent of the Canada North-West Land Company, Limited, 114 Cannon Street, London, E.C.

145006





THE CANADA NORTH-WEST LAND COMPANY, LIMITED.

Incorporated under the Companies' Acts 1862 to 1880.

CAPITAL £3,000,000.

Directors.

REGINALD MACLEOD, Esq., of Macleod, *Chairman*.
Sir GEORGE WARRENDER, of Lochend, Bart., *Vice-Chairman*.
The Right Hon. Lord ELPHINSTONE.
Sir ROWLAND BLENNERHASSETT, Bart., M.P., Director of the Land Corporation of Canada, Limited.
FRANK H. EVANS, Esq., Melville, Evans, & Co., Bankers.
A. R. GRENFELL, Esq., Director of the Land Corporation of Canada, Limited.
SAMUEL GUNN, Esq., Glasgow, Director of the Scottish, Ontario, and Manitoba Land Company, Limited.
H. W. MAYNARD, Esq., 34 Gracechurch Street.
W. J. MENZIES, Esq., W.S., 123 George Street, Edinburgh.
JOHN RAE, Esq., M.D., F.R.S., London.
HUGH WRIGHT, Esq., Altiery, Wigtownshire.
The Hon. DONALD A. SMITH, Montreal, and Silver Heights, Manitoba.
E. B. OSLER, Esq., Toronto, Canada.
ALEXANDER G. RAMSAY, Esq., Hamilton, Canada.
W. B. SCARTE, Esq., Toronto, Canada.

Head Office.

75 LOMBARD STREET, LONDON.—A. J. BAKER, *Secretary*.

Land and Emigration Office.

114 CANNON STREET, LONDON, E.C.—ALEXANDER MOSSES, *Agent*.

Offices in Scotland.

123 GEORGE STREET, EDINBURGH.
54 WEST NILE STREET, GLASGOW.

CANADA NORTH-WEST LAND COMPANY LIMITED.

2,200,000 ACRES

OF

THE MOST PRODUCTIVE AGRICULTURAL LAND
IN
MANITOBA AND THE CANADIAN NORTH-WEST.

Town Lots in the rapidly growing Towns and Cities on the line of the Canadian Pacific Railway, the Great Trans-Continental Route of America.

For Maps, Prices, and full particulars concerning all Lands and Town Lots offered by the Company, apply to their Agents as follows:—

*W. M. MACPHERSON, Ocean Steamship Dock, Point, Levis, Quebec.

ALEX. BAIN, 360 Main Street, Winnipeg, Man.

J. F. FBAME, Virden, Man.

A. G. THORBURN, Broadview, N.W.T.

SALTER M. JARVIS, Qu'Appelle Station, N.W.T.

ALEX. L. LUNAN, Regina, N.W.T.

GEO. W. R. WHITE, Moosejaw, N.W.T.

OLIVER NEFF, Moosomin, N.W.T.

ROBERTS & SOMERSET, Wapella, N.W.T.

C. MARSHALLSAY & CO., Whitewood, N.W.T.

GEORGE ANDERSON, Grenfell, N.W.T.

W. T. RAMSAY, Calgary, N.W.T.

ROBERT LOGAN, Carberry, Man.

H. A. JUKES, Manitou, Man.

J. G. TURRIFF, Carlyle, P.C., Moose Mountain, N.W.T.

F. F. BLANCHARD, Wolseley, N.W.T.

W. C. BURNS, Elkhorn, Man.

D. W. MARSH, Maple Creek.

C. T. LEWIS, Ponse, N.W.T., and

G. H. GILLESPIE, Manitoba City, Man.

W. B. SCARTH ...

F. J. GOSLING ...

Managing Director.

Secretary.

* Mr. W. M. MACPHERSON, Agent for the Company at Quebec, has made arrangements for meeting Emigrants on the arrival of the Steamers at Rimouski, and will give them full information with respect to the Company's Lands.

